

## THE COUNTRY BOY'S CREED: ITS ORIGIN AND HISTORY

First Published in Richmond—Virginia's Boys' Corn Clubs  
Hold It Sacred.

In a recent issue of Collier's Weekly the following appeared: "We came upon it first in the Green-wood, Miss., Commonwealth. But no source was given. We traced it, however, to its publication in the Progress Farmer, of Memphis, Tenn. That is as far as we have got, although a query to that paper brings the information that very likely the 'Creed' was first used by a boy's Corn Club in Virginia, and was later adopted by all the Corn Clubs in that State. It would give us real pleasure to learn where and how this expressive statement of an ideal crystallized into words. Perhaps by this time you are curious to read it for yourself."

I believe that the country which God made is more beautiful than the city which man made. That life out of doors and in touch with the earth is the natural life of man. The life that works with nature is more inspiring than work with the most intricate machinery. I believe that the dignity of labor depends not on what you do, but how you do it, that opportunity comes to a boy on the farm as often as to a boy in the city, that life is larger and freer and happier on the farm than in the town, that my success depends not upon my location, but upon myself, not upon my dreams, but upon what I actually do, not upon luck, but upon plan. I believe in working when you work, and in playing when you play, and in giving and demanding a square deal in every act of life.

"You sharpened iron." Who knows a more succinct phrasing of the aspiration which this country needs through all its length and breadth? I think I can supply the missing information for Collier's Weekly and a dozen or more other papers throughout the country that have copied the above, and expressed a longing for further particulars. The "Creed" was written by Edwin Osgood Grover, whose first poem to be printed in Collier's was written by him for the Virginia Farm Bulletin, a paper that was published in Richmond, but is now out of existence. It appeared in the June, 1911, issue of the Bulletin, and Mr. Lemon, the editor, "dedicated" it to the Boys' Corn Clubs of Virginia, which were then just getting started in this State. The boys adopted it, and nearly every Corn Club in Virginia has it printed in big letters and framed or in some other convenient shape where it can be often seen, and I know numbers of members of the Boys' Clubs and the Girls' Canning and other clubs who have committed it to memory, and who always respond to recitation on the slightest provocation. I am not sure, but dare say some of them use it in their devotions at night, just as the church people do the Apostles' Creed on Sundays.

### FINANCIAL SITUATION.

Wars in Europe Will Not Bring About Real Panic in This Country.

The little financial scare produced by the European war, so far as this country is concerned has about blown over, but many questions are still being asked on the streets and by writers and inquirers in the columns of this and other papers. The following brief and pointed statement seems to sum up the whole situation in a nutshell.

The great use of gold is to balance the exchange of international commerce. When nations prepare for war they accumulate resources, foodstuffs, stores and gold in bank, that their international trade and gold may replenish the food stores. France, Germany and Russia have of late years been bringing up their gold reserves. But England has made no such movement. She has held in her cash box the gold promises of the whole world and she has likewise millions of securities that should command the world's gold. Launched suddenly into war, England, holding the credit and cash box for ocean commerce, and the financial world unable to respond to her demands for gold. Not a country in Europe can buy of her and return gold into her cash box. She cannot liquidate securities or sell her gold for gold, and therefore, in self-protection, closes her stock exchange. America cannot remain open and give gold to a world-wide liquidation without first strengthening her financial machinery for the strain. Therefore the exchanges of America promptly closed down, and the machinery is set up for exchanges between banks and by clearing-house certificates and for emergency currency to the extent of \$1,000,000,000 if needed, under the Federal Reserve Act. There is also a third reserve set to be inaugurated by the Federal reserve bank system, which is intended to concentrate the gold from the national banks into the Federal reserve banks and permit expansion upon commercial credits of \$2,500,000,000. This makes a total of possible emergency and credit currency of \$3,500,000,000, which would more than double the currency of the United States to-day. Indeed, of the \$3,500,000,000 money in the United States to-day, one-half is gold. Not one-half of this is in its proper place, as banking reserve, to balance either the international exchanges of the world or our internal exchanges.

### FOREIGN BANKING CONNECTIONS.

One Quick Effect of War Over Way That Turns Our Way.

The New York Times says: The Broadway Trust Company has arranged for direct banking connections with Japan, and issued its first letter of credit yesterday to an importer dealing with that country. A Japanese banker connected with the Yokohama Specie Bank said that the enactment of the new currency law would make New York a credit discount centre for Japan. Most of this business has been done through London, but as a result of the war and the opening of foreign branches by our national banks, and I feel that in future New York can get much of the foreign exchange business of Japan and other countries.

A dispatch from Madrid says the Bank of Spain has decided to establish agencies in New York and Buenos Aires.

### MARONED RICHMONDER ARRIVES HOME SAFELY

(Continued From First Page.)

In the land of Rappahannock the rails are going to be laid and the iron horse is going to be shorting around in this very rich little county some of these days, perhaps in the near future, and that is going to happen whether the natives are anxious for it to happen or not. The lands in the county sell mighty cheap, and a great many acres can be bought. The average price for improved farmland is only \$10 per acre, and the

information that the average assessment value is only \$6.75. Some of these days Rappahannock is going to be invaded by land buyers and searchers after iron and coal and other valuable things hidden under the ground and by men who want to grow fine cattle and fine horses and mules, and when they begin to come the railway and its branch lines are going to be cut, the grain and fruit acreage will be quadrupled and more, and the iron will be dug out of the ground, local manufacturing plants of various and sundry kinds will be erected and put into operation, and so on. When that day comes the people of Rappahannock will be going around with well defined cases of big head and bragging to everybody they meet in their travels that they live in the richest county in all of the great, rich and prosperous Commonwealth of Virginia. May the great spirit of progress and twentieth-century hustle hasten the day when the big heads from Rappahannock will be going around with just that kind of a boast on their lips and when that day comes they may meet people from each and every one of the other ninety-nine counties to dispute their claim.

### VIEWES AND NEAR VIEWES: HINTS AND SUGGESTIONS

(Continued From First Page.)

side or in the mountains, or fishing in the Northern lakes, or sojourning at some watering place, or perhaps travelling in foreign lands (and just now wishing he was home), and the best of all, that he can get away from his office as comfortable as possible with electric fans, and shortening his working hours, the farmer has the busiest time of the year. The harvest must be gathered, no matter whether the weather is hot or cool and pleasant. If he takes a vacation at all, it must be either before or after a lull in the work, or after the busy season of the year is over. Now it is quite as important for the farmer to have a change as it is for the wealthy business man of the city. A change he must have, if he is to develop properly. The farmer is fortunate, however, in that he can take his vacation piece-meal, which, after all, is the best way to take it.

**Public Work and the People.**  
The following, from the Ohio State Journal, reads just as if the writer had been to Richmond recently and picked up some pointers:

It seems that public work or any private work interfering with public rights takes all the time that it can. The work is apt to drag on and on indefinitely. This is not right. It is the duty of officials to see that all work in which the people are directly or indirectly concerned is pushed to completion with the least possible delay. It often happens that jobs run for months, when they ought to be concluded in weeks. Much of this is bad management, and should not be allowed. One of the signs of a well-lighted enterprise is the prompt finishing of a job. Get everything ready and then do it. That is what the public welfare demands. Don't think because the people do not kick violently they do not suffer. They do. They deserve better treatment. They are entitled to prompt work where their street or sidewalk is embraced in the work. Public authority is too easy in this matter. It should maintain a gentle but constant push, so the work may be done and the people made glad.

Judge Lindley, who may be said to be the daddy of juvenile courts, and who is doing a most creditable work of reform by his court in Denver, Col., recently said in one of his lectures to mothers that a great deal of the waywardness of children and boys in particular, could be laid at the mothers' own doors. Poor food, badly or carelessly served with unattractive homes are often at the root of the waywardness that grows with years, until crime becomes a second nature.

### GREAT DAYS COMING IN RAPPAHANNOCK

(Continued From First Page.)

For the pasturing and feeding of as much like stock as possible. As before intimated, Mr. Wood did not make his trip to Europe altogether for fun, but for business. He says that, while he was in England, he bought liberal supplies of crimson clover seed for prompt shipment, and has every assurance that these seeds are close behind him in making the trip across the Atlantic. Prices will be more reasonable than the seed dealers of the country at first anticipated. When Mr. Wood got on the crimson clover subject he seemed to forget all about his European trip, and proceeded to deliver a lecture on crimson clover. He said: "There is every encouragement to farmers to sow liberally of

crimson clover, so as to increase the productiveness and fertility of their lands, and save the money expenditure for fertilizer bills. There is no crop that will increase the productiveness more than crimson clover, and it is easily estimated that a crop of crimson clover plowed under is worth, in fertilizing and improved condition of the soil, \$20 to \$30 per acre. Then, again, crimson clover furnishes the most excellent grazing and cover crop during the late fall, winter and spring, and also makes the best of green manuring crops, and a good hay crop in case it is desired to use it for these purposes."

### BRISCOE HAS RECORDS AS AN ECONOMY CAR

Crack Little Motor Performs Consistently on One Gallon of Gas.

A car that can consistently show itself to be a motor vehicle of economy is one that recommends itself to the motorist. The Briscoe has repeatedly covered twenty-six miles in tests on one gallon of gasoline. This is a great achievement for a motor car, and it proves that a machine with a motor that will not eat up gas is one that is built for economy. Service is the main feature of the Briscoe. It is equipped with a four-cylinder motor that is as high class as could be produced by amateur engineers. The car is the combined product of American, French and German engineers, and they have collaborated on a motor that ranks with the best in the world. The motor is the finest that is built in a car selling under \$1,000.

Every point of the Briscoe is one that attracts the eye of the motorist. The body of the car is neat and attractive. It is finished with the finest materials obtainable. The upholstery is done with a view of giving the greatest amount of comfort to the motorist. Riding in the Briscoe is like resting on the most comfortable Turkish chair. There is no vibration and the remaining springs prevent shaking and jostling even on the roughest country roads.

The Briscoe has the left hand drive. The motor is cast in bloc. It has the "T" head, which insures greater power. It has a complete electric plant, including generator, self-starter and lamps. There is one headlight in the radiator and two side lights. It has a one-man-top and the equipment also includes the windshield and speedometer. Wood or wire wheels are optional.

### ORDER DIMMERS

WASHINGTON, August 29.—New traffic regulations affecting motor car drivers went into effect here this week, and met with general approval, with the exception of the new law prohibiting the use of brilliant headlights with reflectors. The authorities hold that cars equipped with headlights with reflectors cannot be used at night unless the glass is covered with paint, cheesecloth or some similar material. The use of dimming apparatus also is declared to be illegal.

### GOODYEAR TIRES TO SELL AT ANTEBELLUM PRICES

President Steierling, of the Goodyear Tire and Rubber Company's American Branching Prices.

The Goodyear Tire and Rubber Company announce, "No war prices on Goodyear tires." W. A. Steierling, president of the company, thus explains their unique position. "We advanced Goodyear prices, as others did theirs, when the rubber panic came. And now, the day of rubber rose in New York from 55 cents per pound to much over \$1. And, as most of the world's rubber comes via London or Antwerp, we saw no way out for a time.

"The New York supply was too small to consider. European exchange was entirely suspended. Merchant ships had ceased running.

"But we have an almost world-wide organization, and we brought it at once into play. We are the world's largest buyers of high-grade rubber, so we have our own experts in London, Colombo, Singapore and Para. "We called our London people to buy up the stock of the rubber trade. By acting quickly and paying cash they obtained 1,500,000 pounds of the finest rubber there. They bought before the advance, before the other buyers saw a way to get London exchange or to bring the rubber here.

"That big supply of rubber is now nearly all on the way to the Goodyear factory in Akron. It constitutes the best of the London supply. On the inferior grades remaining, prices have since been rapidly advanced.

"We have since taken other steps to insure us a continuous supply, all of the highest-grade rubber. In all the chief sources of rubber supply, we have experts on the ground. All is being done that can be done to secure

## CHALMERS

Master "Six" - \$2,175

Master "Light Six" \$1,800

CHALMERS-ENTZ ELECTRIC STARTER, NON-STALLABLE MOTOR.

## Eastern Motor Sales Corp.

920 West Broad Street.

Randolph 2666



### Lower Prices on Ford Cars

Effective August 1st, 1914, to August 1st, 1915, and guaranteed against any reductions during that time. All cars fully equipped f. o. b. Detroit.

Runabout ..... \$140

Touring Car ..... 490

Town Car ..... 690

(In the United States of America only.)

### Buyers to Share in Profits

All retail buyers of new Ford cars from August 1st, 1914, to August 1st, 1915, will share in the profits of the company to the extent of \$40 to \$50 per car, on each car they buy, PROVIDED we sell and deliver 200,000 new Ford cars during that period.

Ask us for particulars.

*Ford Motor Company*

KAHLER MOTOR COMPANY,

Corner Broad and Ryland.

the best rubber, the exchange to pay for it, and the ships to bring it here. "The result is that Goodyear tire prices are now the same as in June. We are using the same grade of rubber and the same amount of it as we always have used in these tires. "We are running our factory with three shifts of men, twenty-four hours a day. So long as we remain this fortunate position on rubber, we shall supply tire users at before war prices to the limit of our capacity."

### MISSOURI WORKS ON ROADS

ST. LOUIS, MO., August 29.—Missourians in this vicinity worked hard Tuesday and Wednesday—good roads days—in an effort to improve the roads and help "pull Missouri out of the mud." In St. Louis County and other highway districts everybody, from the



Twice as Many  
Chandlers  
For 1915



CHANDLER  
LIGHT-WEIGHT SIX

\$1595

The Chandler weighs only 2885 pounds. It runs 16 miles or more per gallon of gasoline. 700 miles per gallon of oil, and 7000 miles per set of tires.

The Chandler Company has doubled its production for the season 1915. The public has given its verdict. It wants more Chandlers. The handsome design, the workmanship, the economical light-weight and the

### Marvelous Motor

of this splendid six have achieved widest recognition. Come in and study the Chandler motor. Take the car out and drive it.

Then you will understand why we call it marvelous. It is the finest American development of the long-stroke principle. It is beautifully made, precise as a watch, and it is powerful. In it, and on it, you will find every high-grade feature of the costliest sizes.

And remember this: It is the exclusive Chandler motor, the result of eight years of experience and not a common-place stock motor.

Cast aluminum motor base, extending from frame to frame, taking road strain off the motor.

Genuine imported Coventry silent chains for driving auxiliary motor shafts.

Cam shaft cut from solid forging, with cam integral. Extra heavy crank-shaft, perfectly balanced.

Unusually large connecting-rod bearings.

Self-contained oiling system, with constant lubrication for every working part.

Separate unit electric starting and lighting system.

Bosch Magneto, for ignition.

Motor beautifully finished in pearl gray baked enamel. All parts immediately accessible.

Now, that's only a suggestion as to the extraordinary quality of this exclusive Chandler Motor. You must come see the car to fully grasp it.

Chandler Body Design for 1915 is the last word in motor car beauty.

And the profit-sharing price is \$1595. There is no like value to be had at similar price.

We are Making 1915 Deliveries Order Your Car NOW

B. A. BLENNER

521 E. Main St. Madison 888.

CHANDLER MOTOR CAR CO., CLEVELAND, O.



1914 SEPTEMBER 1914

SUN MON TUE WED THU FRI SAT

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This date will mark the dividing line between motoring as it has been known and motoring as the future will know it.

Therefore, when the Cadillac Company says that it is about to offer a motor car which marks developments and advancements so great, so vast, so widespread in their scope, that past achievements pale almost into insignificance, you are justified in looking forward to something which even the word "extraordinary" fails adequately to describe.

village baker to the millionaire, did his share with the pick and shovel, and those who could not do manual labor aided in some other way to help along the cause, which experts estimate will save the State at least \$3,000,000. On the roads of Colo County, near Jefferson City, Governor Elliot W. Major headed a gang of twenty-five convicts from the State penitentiary, and performed in a masterly fashion.

### DETAILS OF KRIT MOTOR

The Krit motor, which is of the block-cast type with L-head cylinders, has a bore of three and three-quarters inches and a stroke of four inches, giving it an S. A. E. formula rating of 22 horsepower. Its maximum power output is attained at a crankshaft speed of about 2,000 revolutions per minute, although it can be run as high as 2,100 revolutions, it is claimed. In general construction, the motor is entirely conventional. The unit power plant idea is carried out by bolting the gearbox directly to the fly-wheel housing, supporting the unit at either side of this housing, and cradling the front end on a frame cross member at its center. Valves, magneto and carburetor are on the right side, and the exhaust manifold, with a separate opening to each cylinder runs above the two branch intake, which has a common opening for each two cylinders. Due to a new design of Stromberg carburetor fitted this year, the shortening of the intake manifold has been made possible with better carburetor the theoretical result. The magneto is a Bosch.

321 West Main, Randolph 2672.

## MAXWELL

New 1915 Maxwell, \$695, with 17 new features, with electric lights and self-starter \$55 extra.

## WM. P. ATKINSON CO.,

820 W. Broad St.  
Richmond, Va.

19-23 W. Tabb St.  
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Madison 539.

Low Price Car With  
High Price Features

## Krit Car

ALSO MOTOR CO.

321 West Main,

Randolph 2672.

# Briscoe "1915" \$900

A Five Passenger Car Built on Honor  
and "to Serve"

Electric Starter

Electric Lights

Full Equipment--all the things that a good car has

Mr. N. G. Smith announces his appointment  
as agent for Richmond and twenty-three  
Counties in Virginia.

Responsible Dealer-Representatives Are  
Wanted at Once

to cover these territories. They will have the hearty co-operation of the agent and the company in serving their patrons—and, giving them an opportunity to secure a car of sterling quality at \$900.00.

Write or Wire Immediately for Terms and Territory

N. G. SMITH, Agent

Briscoe Motor Car Company,

SOUTH HILL, VIRGINIA



This date will mark the dividing line between motoring as it has been known and motoring as the future will know it.

Therefore, when the Cadillac Company says that it is about to offer a motor car which marks developments and advancements so great, so vast, so widespread in their scope, that past achievements pale almost into insignificance, you are justified in looking forward to something which even the word "extraordinary" fails adequately to describe.

Jones Motor Car Co., Inc.

Allen Avenue and Broad

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